

VASAB

Vision and Strategies around the Baltic Sea

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Head of VASAB Secretariat

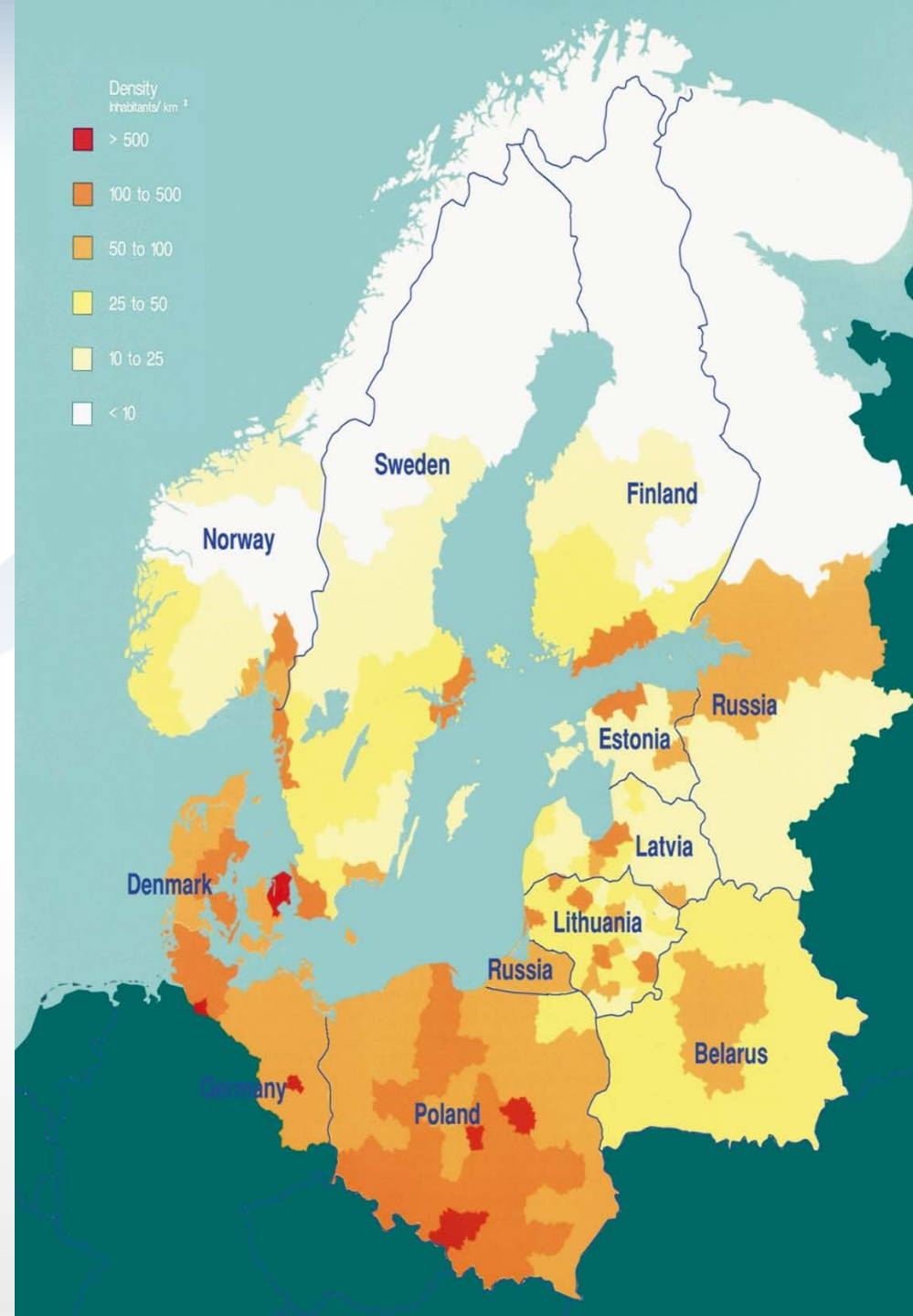
4 February 2013, Helsinki

**A cooperation of ministers of the
11 Baltic Sea Region countries
responsible for spatial planning and
development**

Organization

**Intergovernmental network
founded in 1992
to promote cooperation on spatial
planning and development
in the Baltic Sea Region**

**Since 2010
integrated into CBSS network**



VASAB ACHIEVEMENTS

Defined common vision and principles for sustainable spatial development in the BSR

Inspired transnational spatial planning policy documents within the framework of CEMAT and EU

Provided forum for discussions on the spatial policy issues within the BSR

Improved basic knowledge on spatial development processes and challenges in the BSR

Generated transnational cooperation projects

Supported partnership between EU and non-EU countries

Contributed to the INTERREG IIC and INTERREG IIIB operational programmes for the BSR and to overcoming incompatibilities among the INTERREG, Phare and Tacis programmes

Promoted strategic projects, monitored their results and disseminated the most strategic ones



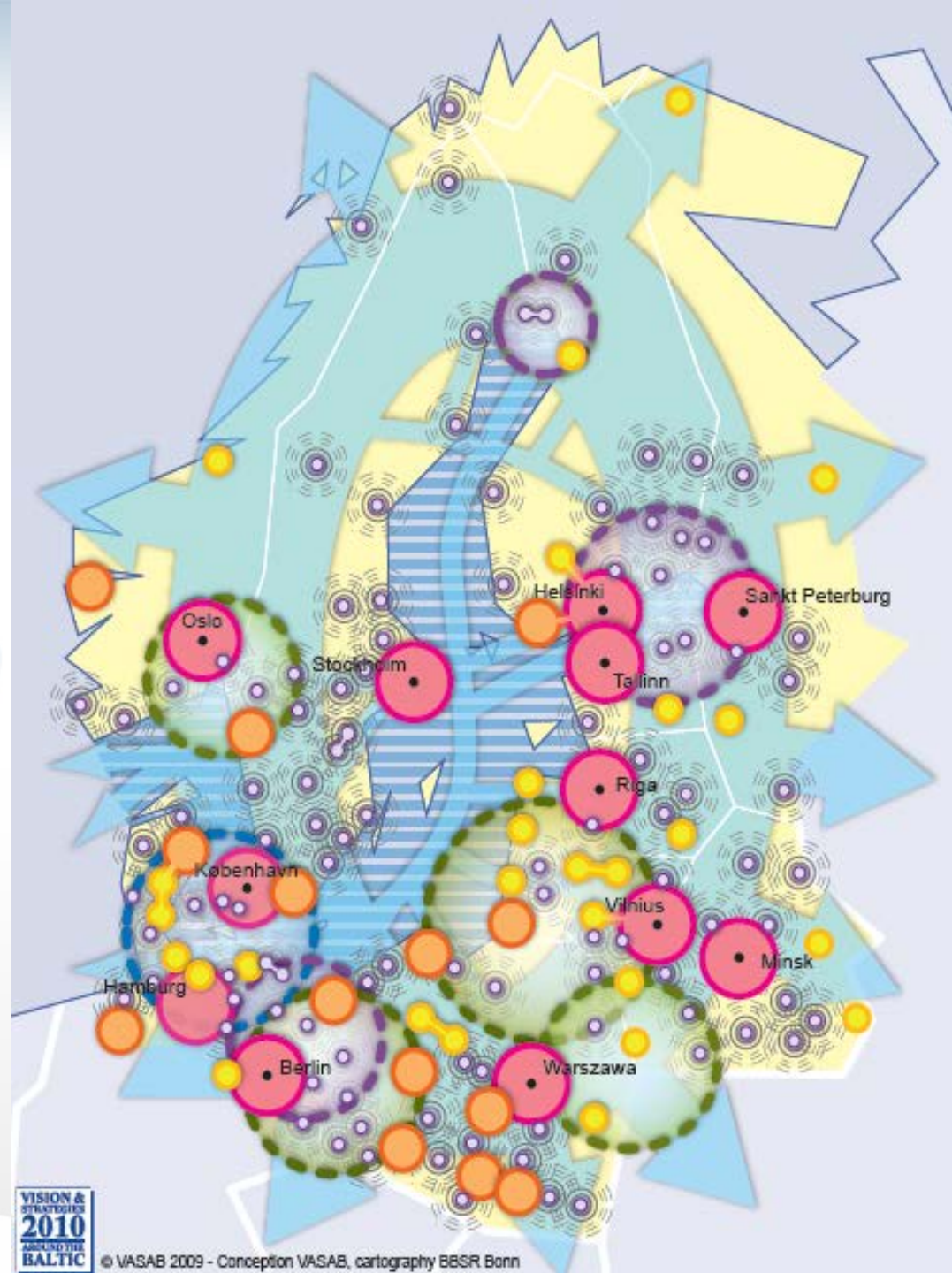
VASAB Vilnius Declaration 2009

- **Accessibility links are still missing or are inadequate mainly because of the former East-West divide. The situation should be improved in short term, which would positively influence spatial development of the eastern part of the Region and territorial cohesion of the Region and Europe.**
- **Ministers encourage.. to enter into a dialogue with ... stakeholders towards the implementation of the proposals on improving the external and internal accessibility of the Region, taking into consideration aspects of transport demand, regional impact and expediency.**
- **Endorse VASAB Long Term Perspective for the Territorial Development of the Baltic Sea Region**

VASAB Long-Term Perspective for the Territorial Development of the Baltic Sea Region

**In 2030
the Baltic Sea Region is
a well-integrated and
coherent macroregion**

Well-connected and
highly accessible
internally and externally



Long Term Perspective

- LTP concentrates on policy themes, where **transnational cooperation in spatial planning** provides a clear added value: **(1)** urban networking and urban-rural relations, **(2)** accessibility, and **(3)** sea space planning and management
- LTP particularly addresses **territorial disparities** in the field of socio-economic development (east-west, north-south, urban-rural divides)
- LTP is **complementary** to transnational actions of other organisations (no duplication of efforts)
- LTP a combination of **policy** and **(22) actions** (involving many stakeholders)

Improving internal and external accessibility




6 Actions related to physical accessibility



Development needs for transnational transport connections

-  Rail / Via Baltica
-  West-East road and rail links
-  North-South road and rail links
-  West-East routes in the northern periphery
-  Seaport connection
-  Motorway of the Baltic Sea

Need for enhancement of cross-border links

-  within the EU Territory
-  on external EU borders
-  Area of low accessibility related to larger cities

Improving internal and external accessibility

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Address the **obstacle of cross-border deficits** in primary (TEN-T) and secondary (interregional connections) transport networks of the BSR countries for developing transborder labour markets in the Region

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Consider in the EU Strategy for the Baltic Sea Region and its follow-up work the following air transport issues of relevance for the BSR territorial cohesion:

- **East-West connections in the northern and eastern parts of the BSR (including the city of Murmansk), the scarcity of which reduces the potential for interaction between peripheral regions**
- low connectivity of Hamburg and Berlin to other BSR metropolises
- **low frequency of services between metropolises in the eastern part of the BSR, including Kaliningrad**

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Consider during the revision of the EU transport policy and follow-up work on the EU Strategy for the Baltic Sea Region the following examples of road and rail links, the current state of which poses the challenge for the integration of transport networks in the BSR from the macroregional perspective:

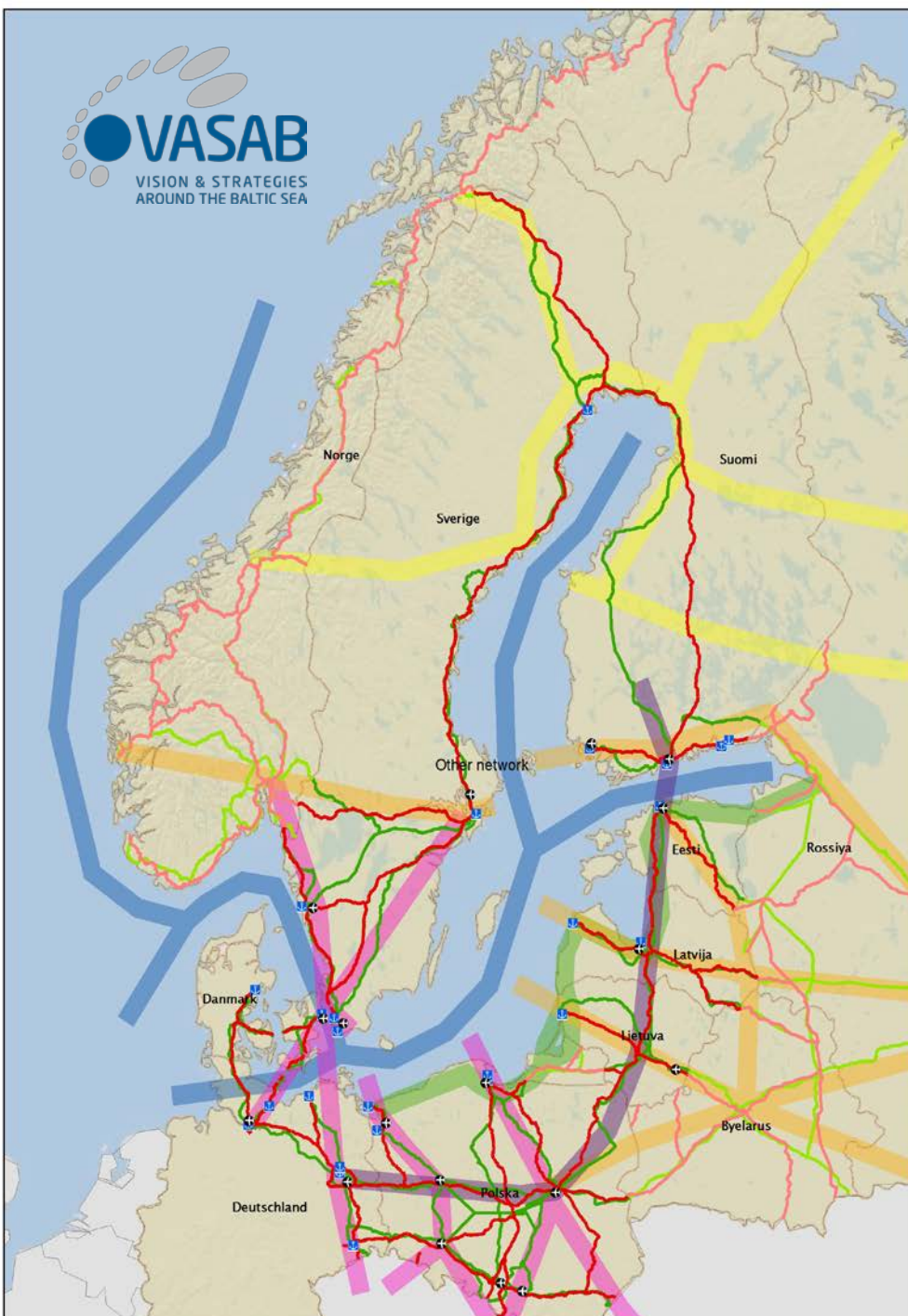
- The Rail Baltica corridor of the TEN-T network;
- Corridor IA of the TEN-T network connecting seaports of Gdańsk, **Kaliningrad** and Riga, and its western extension towards Szczecin,
- North-South routes from Scandinavian countries via Central Europe (eastern Germany, Poland) to the Adriatic Sea
- Road connections in some key cross-border areas within the EU territory, e.g. Germany-Poland, Poland-Lithuania
- **Road connections and border crossing infrastructure on the external EU borders, as well as between Norway and Russia**
- **Road and rail links from ports of Lithuania, Latvia, Estonia and Finland to Russia and Belarus with extension to the Far East, Central Asia and the Black Sea region**
- **Tallinn-Saint Petersburg and Kaliningrad-Klaipeda rail links**
- **East-West routes in the Northern Periphery area**

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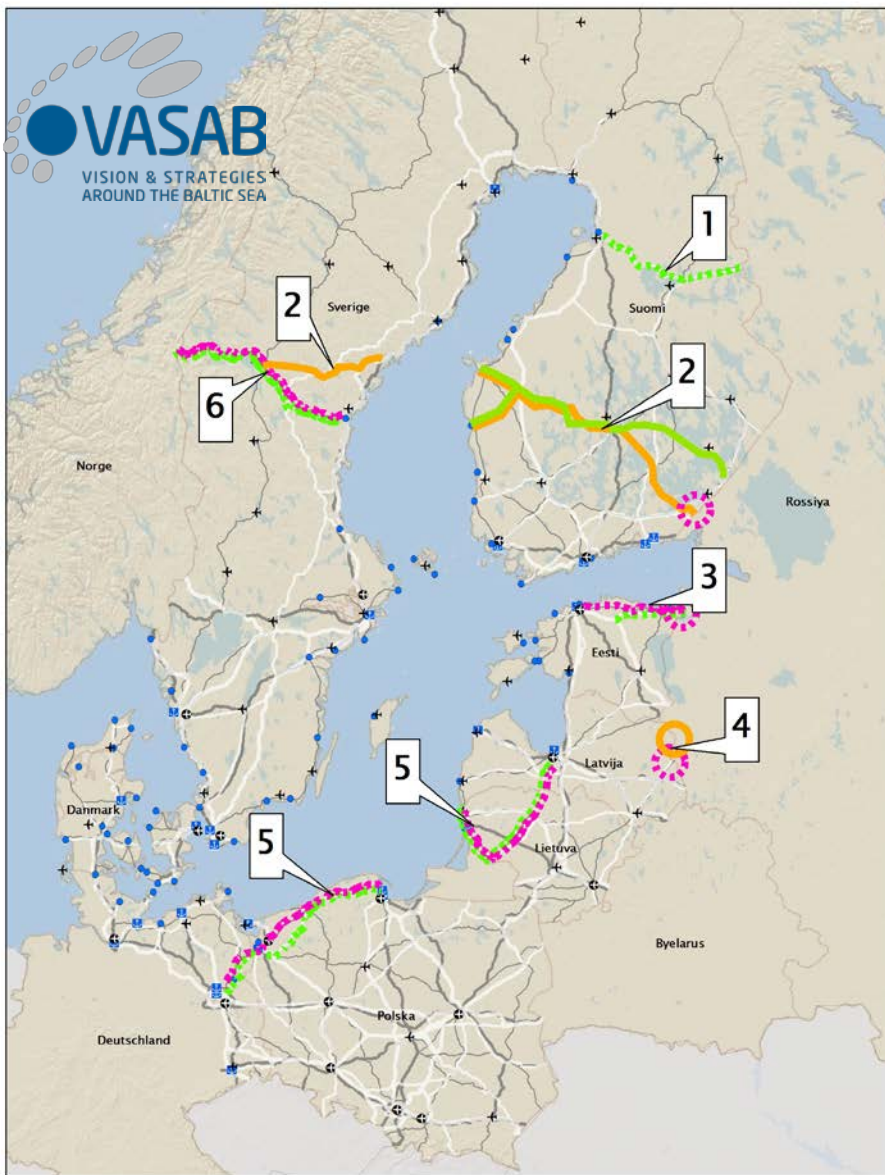
Monitor trends in airborne connectivity of the BSR metropolises and report prevailing shortcomings on the transnational political agenda together with possible improvement measures

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Develop the Motorways of the Sea in the Baltic Sea Region as a systemic solution to enhance cross-border scale integration and a transfer of goods between the EU, the eastern neighbours, Central Asia and the Far East. Consider in the revised EU transport policy the extension of the Baltic Sea Motorways system to include further short-sea links between EU ports **as well as connections from the EU ports to Kaliningrad and Saint Petersburg**

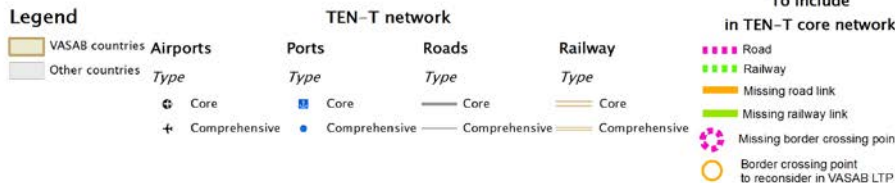


Comparison of TEN-T core network and VASAB transnational transport connections



Conclusions

- TEN-T is consistent with VASAB LTP
- Addresses most and main defined bottlenecks and missing links (except 2 & 4)
- Addresses all Action Agendas, but not to full extent (Northern Part 1, 2, 6 and Baltic Countries 3, 4, 5)
- Addresses relevant timescale (except 1, 3, 5)
- Investments significantly higher in the New Member States
- Extensions to Russia and Belarus should be better reflected



Long Term Perspective

Maritime Actions

- **Develop a common approach for Baltic Sea Maritime Spatial Planning**
- **Prepare and implement demonstration projects for some Baltic Sea areas of severe use conflicts**
- **Initiate joint capacity building actions in maritime spatial planning to ensure exchange of experience, promote education availability and to increase competence**



VASAB and HELCOM are Horizontal Action Leaders

Encourage the use of Maritime and Land-based Spatial Planning in all Member States around the Baltic Sea and develop a common approach for cross-border cooperation

EU BSR Strategy

- **Overall task** of the Horizontal Action is to achieve territorial cohesion perspective of the BSR by 2030
- **Strategic target** :
 - **By 2020** drawing up and application of trans-boundary eco-system based MSP plans through-out the Region
 - **By 2013** at least one MSP pilot plan created through a joint trans-boundary process

ESPON BSR-TeMo project

- ESPON BSR-TeMo should develop a specific BSR monitoring system
- The monitoring system should be useful to generate information on general territorial dynamics and trends
- Address specific and strategically important BSR-related themes
 - identified by the EU BSR-Strategy and the VASAB LTP.
- Provide a picture of the on going process of territorial cohesion.
- Provide possibility to benchmark the BSR with other European (macro) regions.



Towards VASAB Ministerial Conference 2014

- Progress Review Report
- Proposals on actions needed [MS, MSP WG, projects]
- Collecting good practices
- Meeting stakeholders
- National consultations

Ministerial Meeting – Tallinn, 26 September 2014



**Thank you for your
attention!**

**For further information visit
www.vasab.org**

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